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CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

REPORT NO. [REDACTED]

CD NO. 102  
451

DATE DISTR. 17 Oct 1949

COUNTRY Yugoslavia

SUBJECT Krusevac Railroad-Car Plant

NO. OF PAGES 4

PLACE

ACQUIRED [REDACTED]

NO. OF ENCLS. 1 Map  
(LISTED BELOW)

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DATE OF INFO. [REDACTED]

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SUPPLEMENT TO  
REPORT NO. [REDACTED]

1. The "14 October" Plant for the manufacture of construction machinery and mining installations was located immediately north of the railroad station in Krusevac.
2. The work force consisted of 15,000 men, and included 100 political convicts, 120 German prisoners-of-war, 40 Germans commandeered for the plant from the Soviet zone of Germany, as well as a large number of Yugoslav juvenile delinquents. Eighty percent of the employees were newly-trained workmen, mostly farmers by profession, and the remaining twenty percent were skilled workmen, mostly young men. There was a critical shortage of skilled labor, and it was considered, therefore, that the recent discharge of German prisoners-of-war would seriously hamper production.
3. Work in the forge was conducted in three shifts, in the lathe shop in two shifts, and all remaining work in one shift.
4. With respect to raw materials, the plant depended on shipments of round iron, iron plates, and occasional deliveries of channel iron. Mainly old materials were processed.
5. The manager of the plant is one Mihailov Stojanovic, a forger locksmith, who received the post because of his membership in the Yugoslav Communist Party.
6. A ramified railroad installation with spur tracks existed in the plant.
7. The plant manufactured the following articles:

Rail screws for ordinary railroad installations;  
 Rail spikes for mining railroad installations;  
 All accessories for railroad cars;  
 Mine dump trucks;  
 Elevator cages for the Aleksinac mining plants;  
 Mixing machines, with a capacity of 105 gallons, for the building industry;  
 Cranes.

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Auth: DDA REG. 77-1222

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8. Pontoons of a Soviet model, 20 feet long and eight feet wide, were also produced (the output in 1947 and 1948 was 50 pontoons each year), and the plant also toolled old drawbars for railroad cars. The workmanship was poor.

9. The following is the layout of the plant and the legend to the sketch:

- a. The town of Krusevac;
- b. Railroad crossing at grade - three railroad lines cross the highway;
- c. Railroad yard and switch tower, 1000 feet west of highway;
- d. Grain mill;
- e. Krusevac railroad station;
- f. Administration building, partly two-storey, partly three-storey, 115 feet long, lateral wing 65 feet long;
- g. Forge, 260 by 130 feet, with the following equipment:

Two steam drop-hammers, 300 kg. each;

Two spindle presses, one old (of German make) and the other five months old (of Czechoslovakian make). The Yugoslavs are unable to operate these machines;

Two old upsetting machines (one horizontal) made in Solingen, Germany, probably used for the manufacture of rivets;

One machine for testing railroad-car springs;

Two old punching machines, acquired from Budapest, Hungary;

One annealing furnace, fueled by wood;

Eight small forge fires with air blast engines;

One large forge fire with air blast engine;

One new, large United States annealing furnace with naphtha firing; the operation of the furnace was only tested, and the Yugoslavs are unable to operate it;

- h. One 380 horse-power Diesel engine for power generation. This engine was later to be shifted to the power station;
- i. Foundry with one cupola furnace. It produced grey castings, especially wheels for dump trucks, brake shoes for railroad cars, and bearings for dump trucks. One tapping was made every three or four days, and the charge was approximately two tons;
- j. Mechanical workshop, 335 by 318 feet, which was subdivided into longitudinal sections as follows:

Section 1 - The machine installations of this section were in very good condition, part of them being new, and some originating from United States deliveries. The following equipment was installed:

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Forty lathes of United States and Czechoslovakian make;  
One new shaping machine of United States make;  
Three old shaping machines of German make;  
Two turret lathes of United States make;  
Four turret lathes of Czechoslovakian make;  
About 12 milling machines of United States and Czech make;  
One new, large boring machine of Czechoslovakian make;  
One old riveting punch;  
Four small boring machines of United States and Czech make.

Section 2 - Buffers for railroad cars were returned (sic) in this workshop, and other items tooled, such as cast bearings for dump trucks, parts for railroad cars, door handles and other small parts, as well as screws for passenger cars. The work was done in three shifts with 150 workers employed per shift. The prescribed output could not be achieved because it was based on the cutting speed of the machines without taking into consideration the time required for chucking (sic) the work-pieces. This section served for the repair of railroad cars and was equipped with four tracks, each of which accommodated eight cars, thus permitting work on 32 cars at the same time.

Section 3 - Bridge construction department. The workshop measured 335 by 108 feet, and had two rows of pillars supporting the roof. Railroad bridges for the "Jugendbahn" were mainly repaired in this section, although new bridges were also constructed.

Section 4 - Painting shop, 40 feet wide. Repaired railroad cars were painted in this section, which housed 16 cars simultaneously.

Section 5 - Newly established. Production of new railroad cars was projected. The installation of a travelling crane with a load capacity of 10 tons was provided. The machinery had not yet been installed. The workshops were in an annex of this section.

- k. Carpenter's shop;
- l. Carpenter's machine shop;
- m. Storage depot for the finished products from the carpenter's shop;
- n. Steam power station with one boiler for power generation. The boiler only had a 30-horsepower capacity, was old, and constantly under repair;
- o. Ironware depot;
- p. Ambulance and mess-hall;
- q. Projected mechanical workshop, 335 by 110 feet. The workshop was still under construction, and the walls only had been erected. The installation of a 10-ton crane was provided. Three narrow gauge railroad tracks were also laid;
- r. Projected building block, whose construction was scheduled to start in 1949. Size was to be 335 by 315 feet. One center section and two lateral sections were planned, as well as a three-storey annex for workshops on either side. A line of supporting pillars was scheduled

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to be built in the center of each section, thus doubling the number of sections to six. A crane installation with a 10-ton load capacity was allegedly to be established in each of these six sections. Height of the workshops was to be 26 feet in the center section and 20 feet in each of the lateral sections (height measured to the base of the crane installations);

- s. Industrial school, 167 by 65 feet;
- t. Projected new power station; the building was still under construction with the northern part of the building most advanced. The following sections are listed:

Section 1 - The foundation was first laid and a provisional workshop was built for turbine installation. A dismantled MAN German Diesel engine with an output of 800 horsepower was being mounted. The Diesel engine was provided to supply power generation and was to go into operation within three months;

Section 2 - Projected compressor station for the entire plant. Four compressors were scheduled to supply the plant with compressed air. The machines presumably originated from the United States;

Section 3 - Marked area, but not yet built up. It was scheduled to install two 1000-horsepower turbines of Swedish delivery. The turbines were allegedly being shipped from Split. A building, 130 feet long, had been built for the storage of these turbines;

Section 4 - A station for water treatment for the supply of the entire plant. Pumping installations had not yet been erected;

Section 5 - Three boilers with a heating surface of eight by eight feet. Two boilers were destined for two turbines, and one boiler was used for heating the plant.

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